

STRUCK BY LIGHTNING.

Freeman.

**pests and Thunderbolts—A Night of Hor-
ors—The Crew and Officers, with the Cap-
tain's Wife and Daughter, Rescued
from a Terrible Fate.**

Let another terrible story of the perils of the deep
be told. It follows quickly the sad mystery of
steamship City of Boston, with that of the ship
of the Wave and the misfortune of other

of the war and the misfortunes of other
vessels whose builders and owners thought
it staunch enough to withstand the buffet-
ing of an angry sea as King Neptune
did command on the broad Atlantic. The
rest of the latest ocean-borne are not only

the drenching storm, but to these is added the added lightning flash, which strikes the sturdiest liner with despair. It was the fate of the ship *Mass Ensign*, a noble craft built in Bath, Me.

... sailing from the port of New Orleans, bound for
... Russia, to meet all these disasters, and
... the 18th inst. to be burned to the water's
... in mid-ocean, being struck by light-
... which perforated her side as if it
... constructed of tissue paper. The horrors
... a light on board a burning ship hundreds
... miles from shore, with a hurricane blowing
... might else but the ship's boats to save a crew
... twenty-three, including a wife and daughter, may
... old fields will words, out the anguish and misery
... their souls will never be known. Fortunately, by
... Providence, as they were commit-
... their lives to the mercy of the waves, but
... y provisioned, they were saved by the brig
... bound from a port in Cuba to New York.

THE INCEPTION OF THE TITANIC.

son, left New Orleans bound to Cronstadt, Russia, the 5th of April. Captain Charles Owen, of Bath, was in command, having his wife and daughter on board; his son, Charles W. Owen, first

er; James Annes, second officer, and Mr. Pers-
son, third officer, together with seventeen seamen,
making in all twenty-three persons. The voyage
proved to be a delightful one. On the 6th
of May, the ship sailed from New Bedford, Mass.,
and the weather remained there until
the 9th inst., when, with joyous songs, anchor was
weighed and all sail bent towards the port of their
destination. Light winds and variable, but pleasant
weather continued until the 11th inst., when, with
unwearied working contentedly and anticipating a
joyful termination of the cruise.

A TERRIBLE STORM.

On Monday, the 18th inst., when in latitude 37 north,
longitude 10 west, the wind came out strong from
the west-northwest and the sea ran high and
furious. At three o'clock P. M. all hands were called
for the topgallant mast and the fore reefed the topgallant,
and the fore reefed the topgallant, and the fore reefed
it became terribly dark and threatening in
the west-northwest and the sea ran high and
furious. At four o'clock P. M. the wind changed suddenly to
the west-northwest and it blew a perfect hurricane,
and the sea ran high and furious. The ship was
drifted madly through the heavy seas, the high-
ground waves making clear breaches over her decks
and the ship was in a most dangerous position.

A TERRIBLE VISITANT.

At five o'clock P. M. the ship was in a most dangerous position.

As the darkness deepened every minute to be intensified, another terror came upon them. Thunder-bolts tore the blackened sky, and sheet lightning fiercer and anon made the rigging ablaze. It was early in the afternoon, but the darkness was equal

light. Flash after flash came and disappeared, still, when hoping that their craft might be spared is last indication, a brighter flash than all rest wide as heavens, and in an instant all on board WERE KNOCKED RENSELESS.

It was a critical moment. Rising from a stunned condition, the officers, yet half crazed, looked about, and found to their joy that the masts were all standing and the ship, by appearance, was safe. Oh! that poor consolation! So soon as the crew could muster strength enough to grasp the pump handles were taken off and then came the terrible convulsion—as quick, and far more deadly, as a bolt from heaven.

...knew that the danger of the heavy seas, which washed the decks from stem to stern, was slight to the foe beneath them—fire. It was now life or death—an earnest struggle to conquer in the

captain Owen left his wife and daughter in the bin when his services were first required upon deck, and until the ship was found to be on fire and fears that his vessel would be wrecked, because he knew the stowch craft. Yet when the smoke smothering thing and quietly from beneath the hams and his worst fears were fully realized, he ordered the ship to head north-north-east, to reach as possible further the open seaward. Six or seven minutes later the smoke cleared, and in the full an examination was made; but then no perception of the ship by the

rough the port side and made a hole fully two feet square. The pumps were sounded, but no water was found at this time. All hatches and openings were battened down to keep out the air and all made to reach the land.

A NIGHT OF TERROR.
At ten P. M. the wind again shrieked from the north-
west, and the hope of the few sails impelling
the burning ship toward land was gone. They must
be hurled, and were. In a little while thereafter the
superdeck began to heat and the lead in the scup-

young lady of nineteen, stood the ordeal nobly, while the crew listened respectfully to the orders from their superiors. Smoke all around and landing, suffocating, with a tempest raging and

GET READY THE BOATS.

creased seas. At eight A. M., 19th inst., the wind abated, and as the deck still held firmly against the waves the boats yet remained alongside, hoping against hope for some favorable change.

As with heavy hearts the word was about to be given to "shove off" into the blither sea and trust to merciful God for protection and safety, Captain Owen discovered a sail to the southwest of his craft steering northward, and immediately jumped on deck again at the peril of his life and set his engines union down at the peak and also at the mainmasthead. At half-past ten A. M. deliverance was at hand, as the vessel in sight, seeing the signals of

om Cienfuegos, Captain Kerr, and yesterday evening arrived in this port, her destination, with the crew and officers, all well, of the ill-fated ship.

One hour after their rescue the fire, smothering by the time the ship was hoisted, had died out. The smoke, though the darkness of the night side added the main rigging, was the wonder of an eye the ship, fore and aft, was in flames, the fire crept up the rigging, and the mainmast, the foremast, and the mizzenmast. Thirty-nine hundred bales of cotton in full maturity, their wicked darts of fire upward and downward, and the ship was a mass of flames and mainmast, and then the hull was a sheet of flame, and at four P. M. of the 10th inst., latitude 21° 21' N., longitude 15° 15' W., the ship was seen, sailed away, yet not without a regretful sigh at the loss of one of the best ships afloat.

THE CAPTAIN. The ship was commanded by Captain James Laird, of the steamship Dacian, of the Anchor Line, hence from the Mediterranean and the East India Company. She was reported to be on the 20th, the day after the rescue, at 57° 27 north and longitude to 15 west, 240 miles from the Cape of Good Hope, and was burning. He ran down to head and saw the ship, and then saw the small boats, but after remaining two hours at anchor at half-past nine P. M.—and not discovering any one of the boats—she was reported to have been the side of the ship Thomas Freeman.

THE SHIP FREEMAN—HER OFFICERS.

THE SHIP FREEMAN was a ship of 1,250 tons, built at the shipyard of Messrs. J. & S. Mather, Glasgow, Scotland, in 1856. She was of oak and fastened with copper nails. Her length on deck was 137 feet, 27 inches; her beam 26 feet 6 inches; her hold, and her cargo space, 1,250 tons, and she was owned by Messrs. J. & S. Mather, Glasgow, Scotland. It is understood that at the vessel is insured in the Commercial Union, of the cargo, which belonged to one person, in twenty three, Liverpool and London.

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THE CARTAGE BUREAU.

J. P. Lindsay, Chief Cartage Manager for the Custom House, has resigned his office in favor of his subordinate, Mr. Stocking, whose appointment has been secured. Since the new system began, 1,500,000 boxes have been handled, for which Mr. Lindsay has received five cents for all boxes sent to the bonded warehouses and ten cents per load for all carting. It takes no stretch of mathematical skill to estimate the immense income derived from the